AMENDMENTS TO THE SPECIFICATION:

After the title, please replace the first paragraph starting at line 2 with the following paragraph:

This application is a divisional of co-pending U.S. Patent Application No. 10/280,855, now U.S. Patent No. 6,722,398, filed on October 25, 2002, and entitled Integrated Automobile Fluid Servicing Apparatus, which in turn claims the benefit of U.S. Provisional Application number 60/350,157, entitled Remotely Operated Vehicle Fluid Exchange System, filed on October 29, 2001, which are hereby incorporated by reference in their entireties.

Please replace the paragraph beginning on Page 37, line 1 of the application as originally filed in its entirety with the following amended paragraph:

Turning now to FIG. 5, for removing fluid from the power steering reservoir, a PSX drain circuit, generally designated 220 is also provided. Such drain circuit is a servicing hose or conduit with several inline components including a drain pump 222, a used PSX filter 224 and terminating at one end in a coupling [[222]] 228 or free end for insertion into the power steering fluid reservoir. An inline ball valve 225 is provided for opening and closing the drain circuit for similar purposes to ball valve 223. The other end of the PSX drain circuit is conveniently coupled to the used fluid tank [[28]] 40 (FIG. 6) so that one common tank may accept either used transmission fluid or used PSX fluid. Such PSX supply pump 208 and PSX drain pump 222 are connected to the controller 28 (FIG. 6) which may actuate either pump. The PSX supply and drain pumps may also be

powered by the battery cable 120 connection to a 12 volt DC power source such as the vehicle battery.